

Extrase de armatura / buc. stâlpi electrificare		Reinforcement extract / pcs. electrification pole	
Marca/Mark	Diametru/Diameter (mm)	Nr. Buc./No. of pieces	Lungime/Length (m)
1	8	95	1.30
2	10	13	3.25
3	10	13	3.80
4	12	12	1.30
5	10	7	2.00
5'	10	7	3.30
6	10	13	1.45
7	8	13	0.75
8	8	28	0.30
9	10	9	3.62
9'	10	3	2.45
10	10	2	3.76
10'	10	2	2.52
11	10	18	1.51
11'	10	18	1.76
12	10	24	1.71
13	10	9	5.65
Lungime totala pe diametre / Total length on diameter (m)		141.65	348.24
Masa pe metru / Mass on meter (kg/m)		0.395	0.617
Masa pe diametre / Mass on diameter		55.95	214.86
Masa totala pe tip de otel / Total mass on steel type (kg)			285.00

Extrase de laminate [pe ml de peron]		Rolled steel extract [by ml platform]	
Pozitie/Position	Element/Element	Lungime/Length (m)	Bucati / Pieces
P1	L60x60x5	1.00	1
P2	L45x30x4	1.00	1
P3	Pb 50x4-50	0.05	4
P4	M6-50	-	4
Total/Total (kg)			7.2540
Sudural/Welding (3%)			0.2176
Greutate totala / Total weight (kg)			7.4716

NOTA / NOTE:  
Toate tipurile de otel (in special Bst 500) vor avea obligatoriu clasa de ductilitate C.  
All types of steel (especially Bst 500) will mandatory have the ductility class C.

MATERIALE:  
Beton de egalizare C12/15 CEM III/A-S 32.5 N ; sort 0-31; A/C : 0.75 ;  
Beton armat de monolitizare C30/37 CEM III/A-S 42.5 N; sort 0-16; A/C : 0.55;  
Mortar M100-T  
Armatura Bst500  
Clasa de expunere: XC4 , XD3 , XF4

MATERIALS:  
Equalization concrete C12/15 CEM III/A-S 32.5 N ; sort 0-31; A/C : 0.75 ;  
Reinforced concrete C30/37 CEM III/A-S 42.5 N; sort 0-16; A/C : 0.55;  
Mortar M100-T  
Reinforcement Bst500  
Exposure class: XC4 , XD3 , XF4

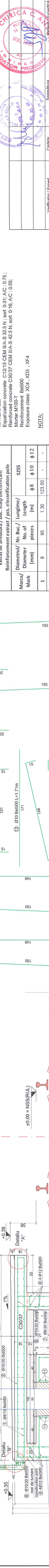
NOTA:  
In situatia demontarii prefabricatelor dinpre linie pentru executarea lucrarilor la linie cu masini grele de cale se va aplica urmatoarea tehnologie:  
Se decoperteaza asfaltul in zona monolitizarii dintre prefabricate (DP1)  
Se demoleaza betonul de monolitizare  
Se taie armaturile in zona centrala a monolitizarii (la min.1.50m de la marginea peronului)  
Se demonteaza prefabricatele si se depoziteaza in aceeasi sectiune pe exteriorul peronului (prefabricatul demontat se depoziteaza pe cel care nu se demonteaza)  
Se executa lucrarile la cale  
Se reface peronul prin montarea prefabricatelor prefabricatelor pe pozitia initiala  
Pe masura ce se monteaza elementele prefabricate de peron se asigura continuitatea armaturilor taiate in faza 3. cu eclise din Bst500 Ø10mm l=250mm sudate  
Se monolitizeaza cu beton C30/37 zona demolata si se reface asfaltul decopertat.

NOTA:  
The following technology will be applied in case when the prefabricated elements from the line will be removed in order to execute the line works with heavy track machines:  
The asphalt uncovering in the concrete cast in position area between prefabricated elements (DP1)  
Removing the cast-in-place concrete  
Cutting the reinforcements in the central area of the concrete cast in position (at min.1.50 m from the platform edge)  
Removing the prefabricated elements and storing them in the same section on the platform exterior side (the removed prefabricated unit is stored on the one which is not removed)  
Track works execution  
Renewing the platform by mounting prefabricated elements on the initial position  
While mounting the prefabricated elements on the platform it is ensured the continuity of reinforcement that were cut at point 3, by help of Bst500 welded fishplates having Ø 10mm and l = 250 mm  
The removed area is casted-in-place with concrete C 30/37 and the uncovered asphalt is renewed.

NOTA GENERALA VALABILA PENTRU INTREGUL PROIECT:  
Executantul este obligat sa verifice informatiile din planuri si din extrasele de materiale inainte de comandarea oricaror materiale si sa comunice orice neconcordanta proiectantului. In caz contrar proiectantul nu isi va asuma responsabilitatea pentru nici o eroare din planuri sau din extrasele de materiale.

UNIVERSAL-REMARK VALID FOR THE ENTIRE PROJECT:  
The executants is bound to verify all the information from the plans and from the material lists before ordering any materials and to communicate any disparity to the designer. Other way the designer will not assume the responsibility about the errors in the plans or in the material lists.

CLASA DE IMPORTANTA A CONSTRUCTIEI CONFORM PI100/1-2006 ESTE III; CATEGORIA DE IMPORTANTA CONFORM H.G. NR. 766/97 ESTE "C".  
THE CONSTRUCTION IMPORTANCE CLASS, ACCORDING TO PI100/1-2006, IS III; THE CONSTRUCTION IMPORTANCE CLASS, ACCORDING TO H.G. 766/97 IS "C".



MINISTERUL TRANSPORTURILOR  
BENEFICIAR / BENEFICIARY :  
COMPANIA NATIONALA DE CAI FERATE "CFR" SA

PROIECTANT / DESIGNER: PÖYRY

Semnatura / Signature: [Signature]  
Data / Date: 01.2013  
Semnatura / Signature: [Signature]  
Data / Date: 01.2013

Subcontractant / Subcontractor: VIOTOP

Proiect g / 35311.1  
Faza / Phase: PTH+CS / TD+TS  
"Reabilitarea liniei c.f. Frontieră - Curtici - Simeria, parte componentă a coridorului IV Pan - European pentru circulația trenurilor cu viteză maximă de 160 km/h"  
"Rehabilitation of the Railway Line Border - Curtici - Simeria, component Part of the IV Pan - European Corridor for the Trains Circulation with maximum speed of 160 km/h"  
Section 2 - B: End Y Bărzava - End Y Illeu  
Denumire desen / Drawing name: P.O. Lălaşint. Perone. Plan secțiune peron zonă stâlp electrificare S.P. Lălaşint. Platforms. Current section platform plan electrification pole

Scara / Scale: 1:10;1:20  
Revizia / Revision: 1/05.2013  
Cod desen / Drawing Code: PT.2B.04.11.RE.01.006  
Nr / No: 06/ 06

